

Frequently Asked Questions About F Street

How will the reopening of F Street be funded?

- Nevada Assembly Bill 304, passed in June 2009, requires the city of Las Vegas and the state of Nevada to cooperate to fund and bring about the approval, design and construction of the project to reopen F Street. The bill calls for the city to use redevelopment funds of up to \$2.5 million for the design phase. The bill further spells out that the city leverage its share of the county special 5-cent ad valorem capital project tax to provide up to \$20 million in funding to reopen F Street. The Nevada Department of Transportation is to work with the city to seek other sources for any remaining construction costs, should there be any. The contract to complete 30 percent of the initial design was recently awarded to the engineering firm PBS&J.

Why is a new environmental study being done for reopening F Street? (Instead of doing an amendment of the old study?)

- The Federal Highway Administration (FHWA) administers the Interstate 15 right-of-way. The F Street project is considered a new federal action separate from the I-15 North Design-Build project that closed it. Federal approvals require that a project be reviewed under the National Environmental Policy Act (NEPA). NDOT has greatly accelerated the required environmental review for this project. This process will take about the same amount of time as it would to amend the existing I-15 North Design-Build Environmental Assessment (EA).

What types of environmental adverse impact are looked at?

Areas of potential impact could include, but are not limited to:

1. Access
2. Public Parks and Recreation Areas
3. Aesthetics
4. Noise
5. Air Quality
6. Safety
7. Archaeological Resources
8. Social Considerations
9. Geology
10. Vegetation
11. Hazardous Waste
12. Water Quality and Hydrology
13. Historic Buildings

- 14. Wildlife and Wildlife Refuges
- 15. Land Use

If residents have issues they feel are a result from the closure, what should they do?

- Contact the NDOT Civil Rights Officer Norma Norman at 702-671-8857 or e-mail nnorman@dot.state.nv.us.

Once opened, what is planned for F Street?

- The most recent update to the West Las Vegas Plan was adopted by City Council on July 1, 2009 following multiple community meetings. The plan includes recommendations regarding land use, infrastructure, economic development, urban design and historical preservation. Data is being gathered on the area around Jackson Street from roughly Owens to the freeway and J Street eastward. The American Planning Association Great Neighborhood principles will be used as the basis of the study. Community meetings to help create the Walkable Community Plan will begin in September. For further information, The West Las Vegas plan can be accessed at <http://www.lasvegasnevada.gov/files/WestLasVegasPlan.pdf>.

What are the Regional Transportation Commission's (RTC) plans for F Street?

- Prior to being closed, F Street was a local residential street with no transit service. At this time, there are no plans to divert any of the existing routes to operate along F Street. However, RTC is committed to providing as much transit service as it can to this area as is consistent with the resources available, and will consider any comments that neighborhood residents may make regarding how transit service might be improved in this area.
- RTC Transit operates along four streets that serve the neighborhoods affected by the proposed re-opening of F Street.
- East-west bus services operate every half-hour on both Bonanza Road and Washington Avenue. North-south services operate as part of a loop route that runs hourly on H Street north of Bonanza Road and on D Street north of Washington Avenue. All three routes operate into the downtown transit center where transfers can be made to routes serving the Las Vegas Strip and many other destinations throughout the Valley.
- In November, 2010, all these routes will be re-routed into the new Bonneville Transit Center at Casino Center Boulevard and Bonneville Avenue. At the same time, as part of a series of economy measures, it is likely there will be some changes to the frequency of service on the loop route on H and D Streets. Apart from this, no other changes are

planned for these routes, although all RTC Transit services remain under constant review due to current funding challenges.

- Later this summer (2010), RTC will start a study of the potential for Bus Rapid Transit operations to serve Rancho Drive. That study will include alternative ways for improved transit to link Rancho Drive with downtown and some of these alternatives could affect the neighborhoods around F Street. Results of the Study will not be available until the summer of 2011.

Have bike lanes included in plan?

- Bike lanes are being considered as part of the design alternatives.

What outreach has been done for the F Street project?

- So far, two town hall meetings (May 22 and May 24) and two design workshops have been held (June 15 and July 27). F Street information was also presented at an environmental review (NEPA) meeting (June 9) and a multi-project information fair (June 26).

In addition, multiple venues have been established for communication.

- **Web Page** - www.lasvegasnevada.gov/fstreet
- **Facebook** – www.Facebook.com/F_StreetLasVegas
- **Twitter** - fstreetlasvegas
- **Hotline** – 229-1078
- **E-mail** - FStreetConnection@lasvegasnevada.gov

The design/outreach process continues to proceed in partnership with the community. The above sites are updated regularly with dates and information.